

OUR ONLY CHANCE!

SPEAK OUT!

PUBLIC HEARING

ROUTE 75 • MID-TOWN SUPERHIGHWAY

FRIDAY • FEB. 28 • CITY HALL, ^{IN}NEWARK

9:00 - 10:30 a.m.

Demonstration march in front of City Hall

10:30 - all day

Public Hearing before the N. J. Highway
Authority. Anyone may speak.

Objections to the Alignment

(See other side)

1. Minority Removal - Would destroy an area of 15,000 people, 95 per cent colored and Puerto Rican, low-income families.
2. School Children - The highway would cut close to Belmont-Runyon, Charlton, and Warren Street Schools. It would affect pupils attending South Side High School, Aven Avenue, Montgomery Street, and Bergen Street schools. Also West Kinney Junior High. Construction hazards.
3. Destroys Estates - About \$15-20 million in estates would be levelled. 3,000 apartments destroyed. 500 businesses.
4. Churches - A dozen churches lie in the path or very close.
5. Uneconomical - To cost \$73 million for 3 miles of roadway. Normal cost in less built-up areas is \$4-8, million per mile.
6. Social Barrier - Would separate downtown, business, higher income Newark from rest of city. Would be elevated north of Springfield Avenue, depressed south of it.
7. No alternative - No serious study of any alternative route or other method of relieving north-south traffic has been offered. Why not?

WRITE - PHONE - Mayor Hugh J. Addonizio, HI 3-6300
Councilman Irvine Turner, RA 4-5820

Attend the Hearings!

Join the Demonstration March!

Speak Up!

Midtown Freeway to Get Airing

Hearing Planned

By MORAY EPSTEIN

Plans for Newark's third major superhighway—the Midtown Freeway connecting the East-West Freeway and Route 78—are being worked for a public hearing.

This does not mean, however, that the State Highway Department will be ready as the near future to begin construction. No funds have been earmarked for the connector, which has been programmed for completion by 1973.

The department is preparing for the hearing, possibly within three weeks, on that week can proceed in Newark on the East-West Freeway, Interstate Route 280, it was indicated yesterday.

The comprehensive reached between state and city officials on Route 78's path through the Westchester area further clears the way for action on the connector, enabling the department to move ahead with the design of ramps at both ends.

Presentation of the interchange design at a public hearing is a prerequisite to their approval by the Federal Bureau of Public Roads, which will share in the cost of all three highways, contributing 50 per cent toward the East-West Freeway and Route 78 and 34 per cent of the connector. The state will pay the difference. Federal clearance must still be received on the Rt. 78 changes.

Other Problems

Approval of plans for ramps joining Route 280 and the connector will permit the highway department to tackle other problems such as relocation of utilities and specific right-of-way needs.

The Midtown Freeway, designated Route 75, is intended to eliminate north-south through traffic from city streets and smooth the flow of traffic into and out of Newark. With Routes 280 and 78, it would become part of an outer loop of limited access highways encircling the central city. An approved McCarter



TO LINK FREEWAYS—Plans for the proposed Midtown Connector, to join the East-West Freeway (Route

280) on the north with Route 78 city, are being readied by state.

Highway on the east would complete the loop.

Running west of the downtown business district, the Midtown Freeway would be depressed for some 1½ miles from the Route 280 ramps at about Sumner Street to the Route 78 ramps in the area of Hawthorne Avenue.

After crossing Central Avenue, it would veer slightly to head south between Newark and Wiley Streets. It would continue south on the east side of Newark, Eastwood and Eastside Streets to West Kinney Street, then swing a block to the west to join between Edmont and Hillside Avenues to the Route 78 interchange.

Preliminary studies made for the highway department in 1960 indicate exit or entry ramps would connect local streets and the freeway at Central Avenue, West Market Street, South Orange Avenue, Spruce Street and Aven Avenue.

Cost of the multi-lane highway—it could range from four to eight lanes—has been estimated at more than \$15 million.

Earlier studies have suggested, and city officials have urged, that the connector be extended north to the Route 21 Freeway and south to Rt. 1 below Haysom Avenue, thereby providing a full bypass for through traffic.

and in some instances, routing taken

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BY THE CLINTON HILL NEIGHBORHOOD COUNCIL

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